



Oregon

# COASTAL NOTES

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## CALENDAR

The Salmon User Group will be meeting March 5, 1991, in the Public Meeting Room at the Hatfield Marine Science Center in Newport. The OCZMA/OBFW-sponsored gathering will focus on preparing 1991 Oregon sport and troll season positions for the March meeting of the Pacific Fishery Management Council.

OCZMA is scheduled to meet in Salem March 7-8, 1991. Meeting materials will be forwarded to members next week for the meeting.

## 1991 Pacific Whiting season complications cause distress

The director of the Northwest region of the National Marine Fisheries Service (NMFS) has advised the Pacific Fishery Management Council (PFMC) on aspects of considerable concern to the incipient efforts to promote shore-based processing of Pacific whiting and to the incidental catch of salmon from the expected catcher-processor fleet off the Oregon coast early this year.

The November 1990 PFMC meeting adopted a proposal for analysis and review that would provide for a quota on Pacific whiting for delivery to shore-side processors. It was widely expected that a final decision would be made by the Council in March. However, NMFS is now reporting that the regulatory process may not be completed until mid-May "at the earliest." The letter notes that "if the fishery starts as early as anticipated and a large number of vessels are successful in locating and harvesting large concentrations of whiting, it is possible that the quota could be taken before any regulations are in place."

Besides the glacial pace of the allocation process, events in Alaska may prompt some of the vessels to be moved south and arrive off the West Coast in early March—roughly a month earlier than expected. Thus the greater gap between an expected allocation decision and the 1991 whiting season.

Related to this is a proposed observer and reporting regulatory package for bycatches by the catcher-processors which probably will not be in place "until after the majority of the fishery has already occurred. Although voluntary compliance may be possible, attempts to reduce the salmon bycatch limited to lower than the .25 salmon per metric ton of whiting agreed to by the joint venture operators, "we understand it may be unrealistic because most of the vessels are new to the Pacific whiting fishery and may require a "learning-curve" in order to understand the various ways they may avoid salmon bycatches."

The attention given to Pacific whiting at the upcoming March PFMC meeting may be greater than many expected.

—Jay L. Rasmussen

## House Transportation Committee travels Coast via Highway 101 presentation

The House Transportation Committee, chaired by Cedric Hayden (R-Fall Creek), held an informational meeting Tuesday, Feb. 19, 1991, regarding Coast Highway planning.

Three Oregon Transportation Commissioners discussed the parkway concept, which has been modified depending on whether the area is urban, suburban, or scenic. Formerly called the Roosevelt Coast Military Highway, the Commission renamed the highway in 1931, the Oregon Coast Highway. The highway is somewhat unique as a state highway in that it spans the entire length of the Coast, it serves a number of functions almost as diverse as the Oregon Coast itself, while providing the main link between coastal communities. Oregon's Highway Division has the task of creating a long range plan for the Coast Highway. The parkway concept has attracted national attention as a

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## Oregon Coast Highway 101 presentation

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way to incorporate a roadway that has elements of a scenic highway, but not exclusively, and elements of a main town road, and other areas like portions of Tillamook County that need upgrading to modern standards. In addition, the highway could be the backbone of Oregon's fastest growing industry—tourism. The Department of Transportation is looking into incorporating the Coast Highway into a larger tri-state plan with Washington and California as part of the federal Surface Transportation Act of 1991.

The Commission emphasized that they are pursuing proactive planning, rather than merely responding to congestion problems; as such, they are seeking to coordinate highway plans with local land use plans and future development plans. Commissioner John Whitty said that they consider this to be a modern transportation system, one that will be a truly integrated transportation system to enhance the environmental resources as well as the quality of life.

### Senate hears interstate compact update

On Friday, February 15, Senator Bill Bradbury (D-Bandon) testified before the Senate Committee on Agriculture And Natural Resources on behalf of the Pacific Ocean Resources Compact, SB 500.

Sen. Bradbury began by emphasizing that the main point of the legislation is to prevent oil spills. The current federal legislation, the 1990 Oil Pollution Act, mainly addresses oil spill clean up and liability issues. Sen. Bradbury said, "(the) Compact gives us as 'party states' the power to regulate things we can't do anything about now." Responding to a question from Vice-Chair Senator Joyce Cohen (D-Oregon City), Sen. Bradbury said that it would have to be worked out exactly how the vessel contingency plan required under the Compact would incorporate local port requirements that may be in practice now.

Based on gross state product, each state in the Compact would contribute at least 10% and no more than 50% of the Compact budget. Sen. Bradbury said that he is looking into funding sources for Oregon's share other than general funds, as is currently written in the Compact. A complete public hearing will be held on Monday, Feb. 18, 1991.

Sen. Bradbury also testified on SB 496, which authorizes LCDC to be the information conduit between Oregon and the Center For Ocean Analysis And Prediction (COAP) of the National Oceanic and Atmospheric Administration (NOAA) in a joint liaison program. The program for oceanographic data would include Oregon, Washington, California, Alaska and Hawaii and basically does two things: Determines what type of oceanographic data is needed by the states; and, informs states as to what types of data NOAA/COAP have to offer.

Senator Joan Dukes (D-Astoria) and chair of the Senate Transportation Committee, came to speak on the highway planning. Highway 101 runs through a good portion of her district. Sen. Dukes said the highway is essential not only for those people who live on the Coast, but for the thousands of visitors to the Coast each year. Pointing at the problems with the highway, Sen. Dukes said that when people come down from Canada or up from California, they get to Tillamook and ask, "How do I get to I-5?"

Sen. Dukes stressed that we need to think about Highway 101 as a unit; and that while traffic has increased, the capacity for dealing with it hasn't. He said that goals needed to be established for the coast— setting average speeds for the highway, for example, that still allow for people to stop at local districts.

Despite the vast nature of the highway project, local communities are essential parts of the planning process. "Sometimes we can be so political that we never can reach the end. Highway 101 is a good example of this," Sen. Dukes concluded. Committee member Rep. Jackie Taylor, whose district overlaps that of Sen. Dukes, commented that she appreciated Sen. Duke's coming to express her concerns to the committee.

After a video about the Coast Highway, and the "Pacific States Scenic Corridor," Ken Husby, an engineer from the Oregon Department of Transportation (ODOT), presented a few more specifics about the highway plan. Husby noted that with the overall goals of "improving congestion, enhancing community and enhancing economic development," there will be disadvantages, and these will be felt most keenly by present roadside development. The location of accessways—left turns—will be negotiated with local government in the land use process. "Highway 101 is a state highway first and a city street second," Husby added.

The planning process for the Coast Highway is ongoing and involves compliance with state land use planning goals as well as federal standards in compliance with the National Environmental Protection Act. The Highway Division is making an effort to coordinate the Environmental Impact Statement (EIS) plans at the early planning stages of the corridor project as opposed to later development stages. Within the larger 20-year plans for the Coast Highway, the Division creates 6-year plans, which are reviewed every two years so that planning can be coordinated with funding. The proposals for the next 6-year plan will be in by July 1, 1991, and the public hearing process will begin in early 1992.

Community perspectives on Coast Highway plans were presented to the committee next, with comments heard from Dr. Walter Johnson, Seaside Mayor; Dr. Griffin Thomas, Tillamook Mayor; and Kathleen Stockton, Lincoln City manager. While Thomas said that in his judgement, 90% of the people from Tillamook he had talked to are against the parkway concept, Stockton said that her city approves a project for a scenic parkway in the south portion of Lincoln City known as the "Taft Area." Stockton said that in meetings held last summer about the proposed parkway for the central part of the city, merchants had supported a by-pass rather than a parkway plan.

—Mara Brown  
Legislative Fellow

## House Water Policy Committee hears fish bills

The first bill on the docket was HB 2606, which would change the statute with reference to the scientific name for steelhead trout.

Representative Dave McTeague (D-Milwaukie) sponsored the bill and came before the committee to testify on its behalf. Rep. McTeague said this is a housekeeping bill and provided the committee with a copy of an article that appeared in the January-February, 1989, Vol. 14, No. 1, edition of *Fisheries*, the journal of the American Fisheries Society.

The scientific name for rainbow trout, and its anadromous counterpart, the steelhead trout, has been changed from *Salmo gairdneri* to *Oncorhynchus mykiss*. The *Fisheries* article, states that Gerald Smith and Ralph Stearly from the Museum of Paleontology at the University of Michigan, have studied the osteology and biochemistry of trout and salmon and have concluded that "rainbow and cutthroat trout ... are more closely related to Pacific salmon (*Oncorhynchus*) than to brown trout and Atlantic salmon (*Salmo*)."

Rep. McTeague said that a second minor issue with this bill is the continued status of steelhead trout as exclusively a game fish. "Quite frankly, I don't believe any responsible fisher would wish to revisit the acrimony of the 1960's and 70's over this issue," he stated. By reaffirming that the rainbow and steelhead trout, despite the new scientific names, are truly and exclusively game fish, he said, "we can put to rest this speculation, however slight, that they can now be harvested commercially."

Jeff Curtis from ODFW also testified in favor of the bill. Representative Jackie Taylor, joined by Jim Harris from Salmon For All, also testified that they had no objections to this simple name change.

HB 2606 was passed out of Committee, and Rep. McTeague will carry the bill on the floor.

House Joint Memorial 9, sponsored by Representative Bob Shiprack (D-Beavercreek) was up next for a public hearing. HJM 9 memorializes the Pacific Northwest Electric Power and Conservation Planning Council to amend the Columbia River Basin Fish and Wildlife Program to provide funding for state agencies in Oregon and Washington to buy back lower Columbia River commercial fishing permits.

Senator Joan Dukes testified that she was wary of this bill, as it appears to set a precedent for state policy singling out one user, rather than looking at the Columbia River and the Endangered Species Act as a unit. Sen. Dukes strongly urged the committee not to continue with this memorial, as it is an inappropriate position for the state of Oregon to take.

Rep. Shiprack joined Sen. Dukes at the testimony table. Rep. Shiprack said that he had never put in a memorial before and that he often has felt that they weren't the best use of legislators time. However, he said that this is a small step Oregon can take to reduce problems of the Salmon Summit. He said that there was no hidden agenda here, and it would allow a voluntary buy-back if permit holders would like to take advantage of this.

Committee member Rep. Walt Schroeder (R-Gold Beach) asked Rep. Shiprack who else would be interested in this issue. Rep. Shiprack said, "Certainly nobody makes their living on gillnetting anymore." Sen. Dukes reiterated, "You don't make a business selling shoes by just selling Nikes — gillnetters, although small, are part of the economy of

the state." Sen. Dukes doesn't want a "de facto" argument of larger issues surrounding the Columbia River with such a memorial. Rep. Shiprack added in the end that he agreed with Sen. Dukes that this memorial would be sending a policy message to the Northwest Power Planning Council from the state.

Rep. Jackie Taylor and Jim Harris from Salmon for All also testified against the memorial. Taylor said that it is "improper to manage the resources in such a way that favors one user group over another. Fish are public resources, and commercial fishing provides public access to those resources." She urged the committee to table the memorial. Harris added, "buy-backs should not be made in the name of protecting fish—this points to harvest rather than other factors that are also at fault in species decline."

Jeff Curtis, ODFW, said that the Department does support this bill, although not unconditionally. If there were to be harvest restrictions, Curtis said that they should be across the board, not singling out any one fishery. Committee member Rep. Larry Sowa (D-Oregon City) said that if there are harvest reductions why should we buy back any permits? Curtis responded by saying the issue was part of a larger social policy question, one that the legislature will address in a number of ways this session, with the timber industry as an example. Jim Myron from Oregon Trout testified that he does recommend the permit buy-backs as one way to reduce the strain on the Columbia River stocks.

The public hearing on HJM 9 was closed without further action.

The last public hearing of the day was held on House Joint Memorial 5. Sponsored by Representative Sam Dominy (D-Cottage Grove), HJM 5 memorializes Congress to provide funding and direction for construction of fish ladders at certain dams on the upper Willamette River.

Committee member Representative Bill Dwyer (D-Springfield) was a co-sponsor of this bill and testified on its behalf. Rep. Dwyer testified that of the three dams pointed to in the memorial, Dexter Dam could take ladders easily, Lookout Dam, would be more difficult, and Hills Creek would be nearly impossible to engineer a fish ladder for. Despite these difficulties, Rep. Dwyer thinks it is a good idea to set this kind of precedent in Congress.

Jill Zarnowitz, ODFW Assistant Chief of the Habitat Conservation Division, testified in favor of the memorial. She said it could even be expanded to include more dams. Zarnowitz added that while the memorial includes ladders to allow returning adult fish back up around the dams, it won't provide a means for juveniles to migrate down the river.

Committee chair Representative Chuck Norris (R-Hermiston) added there would be another public hearing on HJM 5.

—Mara Brown  
Legislative Fellow

## Coastal Caucus Breakfast

Fisheries was the subject at hand this past Monday, Feb. 18, when the Coastal Caucus met for its weekly breakfast at JB's Restaurant.

Because fisheries concerns in Oregon are not limited to the Coast alone, this week the Caucus extended invitations to other members of the legislature to share in the information presented by the speakers Scott Boley, Bob "Jake" Jacobson, and Jim Martin.

In addition to Representatives Hedy Rijken, Walt Schroeder, Tim Josi, Jackie Taylor, Senators Bill Bradbury and Joan Dukes of the Coastal Caucus, legislators in attendance included: Rep. Chuck Norris (R- Hermiston), Rep. Dave McTeague, Rep. Larry Sowa, Sen. Bill Kennemer. Other guests at the breakfast meeting were: Paul Hanneman, Jeff Curtis, Terry Thompson, Sheila Thyberg, Sally Schroeder, Betty Lou Norris, Dean Willard, Debby Boone, Scott Wykoff, Dale Pearson, Dixie Boley, Evan Tyler Boley.

After a few minutes of table shuffling and bill-back passing, Scott Boley, Port of Gold Beach Commissioner and representative to the Pacific Fisheries Management Council (PFMC), began his portion of the presentation. Boley opened by listing a handful of issues which have an economic impact on commercial fishermen, including regulations and fees involving marine safety and radio licenses, poundage fee increases, and marine mammal permits. Boley likened these things to a pack of piranhas: too many small bites and the industry dies. Boley said that the budget is like that too: it is important to remember, in a decision on fee increases, for example, that what is at issue is not a single fee package, but how that fee package impacts an entire fishery being squeezed from all sides.

According to Boley, the Columbia River endangered species issue is only the tip of an iceberg, and that there are a hundred other anadromous species being considered for listing as endangered under the Endangered Species Act.

These foreboding messages led to Boley's main focus which had an entirely positive overtone. Boley had spent the weekend in Coos Bay at a fisheries leadership conference promoting "Fishermen Solidarity" and focusing on problems facing the industry. He said they examined the issues from the perspective of how the fishing industry can act on these problems.

Three members of the Pacific Fisheries Management Council representing Oregon, California, and Washington were at the conference. Boley commented that the tri-state representation reflects the future direction of fisheries management. There are a multitude of species which must be dealt with on a coast-wide basis. Coordination is in Oregon's interest, and of national interest in that it involves Canada and the Bonneville Power Administration.

One of the important debates at the fisheries leadership conference, according to Boley, was over the definition of a "viable fisheries": What is the percentage of natural and hatchery fish at present stock levels? What are the goals for improvement? What percentage change in the proportion of wild and hatchery fish would it take to bring about such a goal?

Boley closed his discussion by emphasizing the importance of having a salmon labeling bill, to require accurate labeling at the retail level. Consumers should know the origin of fish, how it was caught, and

whether it was fresh or frozen, he maintained. He added that such a bill should also include a penalty provision for those who misrepresent salmon for monetary purposes.

The next speaker was Bob Jacobson, Oregon Fish and Wildlife Commissioner, a Sea Grant extension agent for Newport, and also a commercial fisherman. He relayed to the crowd that he had had people "breathing fire" in his office over the proposed level of poundage fee increases.

Jacobson said there had been five different meetings in Newport with commercial fishermen. He said Jim Martin and Jeff Curtis of the Oregon Department of Fish and Wildlife (ODFW) were at those meetings and took their share of flack. Jacobson provided an overview of the major topics and conclusions reached during the meetings:

1) Poundage fees proposed by the ODFW are not supported for several reasons. Questions about the equity of ODFW putting the burden of the budget shortfall on the commercial seafood industry, when the budget cuts also impact the recreational fisheries. Also, non-salmon segments of the commercial fishing industry are being asked to support ODFW programs that are mainly geared at salmon management.

2) There was agreement that the ODFW should switch from a straight poundage fee to an ad valorem value assessment.

3) Support exists for a more evenly distributed increase in all ODFW commercial seafood industry license fees rather than proposed poundage fee increases. Some amount of additional poundage fees would be supported with the exception of salmon which took a \$.05/lb. raise in fees during the last legislative session, bringing salmon poundage fees to \$.10/lb.

4) A general feeling was that communication between the industry and ODFW needs to be improved. The formation of an industry advisory committee was recommended.

Jacobson stated that while these concerns came from the Newport fishing community, he would like to hold similar meetings from Astoria to Brookings to determine whether the same concerns and conclusions would be reached in those areas.

Jim Martin, Chief of Fisheries at ODFW, spoke next in response to a question from Sen. Bradbury, asking for an explanation of the general picture that was driving ODFW towards the poundage fee increases.

Martin admitted that even before Ballot Measure 5, ODFW anticipated proposing poundage fee increases to improve and to pay for increasingly complex management schemes, and to make up for lost federal revenues. Martin said he recognizes the problems with the poundage fees and added that the solution to dealing with the \$ 2.3 million shortfall in ODFW's budget was a balancing act between three choices:

- 1) Restoring the budget;
- 2) Increasing user fees; and
- 3) Cutting programs out of the budget.

—Mara Brown  
Legislative Fellow